

10:30

Additional comments to make besides brochure to Lynn Broadbent and to
B.Z. Kastler:

1. Wasatch County is a member county of the Four Corners Economic Development Area (comparable to the "Appalantia Area") which should put us in a position for grants to finance feasibility studies, and possibly be a source of inexpensive money to finance the acquisition of the highly valuable right of way and some of the monetary requirements to take care of operation costs, and possible operation deficits during the first two or three years operation.

2. The figure of \$200,000 as quoted to us by the Highway department apparently is the figure they want for the use of the railroad right of way from Wildwood to Heber. They justify this figure because of the need for 90# rail to change the Garfield western on the west side of Salt Lake for Freeways. If private enterprise were to acquire this and decide to operate this steam railway on a profit, I see no argument with this figure (\$200,000.00) as it is a fair (in fact real good) price for the purchase of this section of land and track. But, if we were to try and put this together on a public basis (ie Wasatch County, State Park Combine with the Foundation probably operating it on a non-profit basis) then this \$200,000 figure could be argued on the following basis:

A. There are federal funds involved in the acquisition, and that percent of federal funds used should not be involved to penalize any public agency that is trying to build up the economic attractions of the State of Utah.

B. The stated need for the rails for the change of the Garfield Western railroad is probably being used as an enticement to get them to agree without too much cost to the State as they only need 5 miles of rail at the most, and there is 10 miles involved. Rumor has it that the balance will go to build up Garfield western trackage in the industrial area of Salt Lake and they are most happy with the deal. This placement of compensation to a Private concern for freeway use again involves federal funds, which we understand is as much as 90% of the total cost. Again, there is justification in a statement that we have a position to renegotiate total compensation to the State Highway department if another public body is responsible for repayment.

it outside money is to be pulled
into the project.

Possibly see you Saturday,

Ed

I don't agree with the total
non-profit standing of the
Pine Creek. This factor really
can't exist on the Watch Mountain

Dear Lou:

Felt you might be interested
in the notice below.

For the first time, a conference will be held to benefit those who operate, or plan to operate, steam tourist roads and museums. Among other topics, discussions will include management techniques and the importance of proper locations for a road. The conference will take place Oct. 31-Nov. 1 at Lancaster, Pa., and will include films, commercial displays, and a session in locomotive repair at the Strasburg RR's engine house. This will be followed by a ride on the Strasburg in a reserved car.

Motel accommodations are available; a deposit of \$20 is required. For details, write Empire State Railway Museum, P.O. Box 459, Wall St. Station, New York, N.Y. 10005.

~~Not a Sum.~~
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Also enclosed is an interesting story about a man and the railroad he built for tourism. The Pine Creek RR was built from the ground up and is a result of hard work fostered through enthusiasm. For one